

**Approved**

# **Terminal Facilities and EIR Referral Issues Study Committee Airport Advisory Commission**

**Minutes for Meeting #7**

**April 15, 2004**

## **MEMBERS**

### **PRESENT**

Ron Salk  
Alan Fox  
Bruce Alton  
Bernhard Clever  
Douglas Haubert  
Bob Luskin  
Carol Soccio  
Deborah Veady  
Don Temple

## **MEMBERS**

### **ABSENT**

## **STAFF**

### **PRESENT**

Chris Kunze  
Jeri Werner  
Sileneka Smith  
Ken Ashmore  
Steve O'Keefe

## **OTHERS**

### **PRESENT**

See Attached sign-in  
(Available on request)

## **Call to Order**

Chair Ron Salk called the Study Committee to order at 6:15 p.m., at the Long Beach Energy Department.

## **Roll Call**

Chris Kunze called roll and certified that a quorum was present.

## **Minutes**

The minutes for the meetings of March 18, 2004 were approved.

## **Approval of Agenda**

The agenda was approved as submitted.

## **Chairman Salk Opening Statement**

Chairman Salk thanked the public for attending. The function of the Committee and the Commission as a whole is to study Airport terminal area requirements, improvements if any, and EIR issues attendant to those improvements. A major purpose of the Committee is to gather information. The Committee is gathering information from consultants, from Airport staff, and from the general public. The public is very much a part of the process. Enough information on the project needs was presented so that the community could question and comment. The presenters tonight will be addressing the Committee, and the Committee asks that the presentations be completed before questions. Questions that call for clarification of the speakers' presentation will follow immediately. Questions should be brief and limited to getting information that was unclear or incomplete. After all presentations, there will be an opportunity to comment with a 3-minute time limit, and speakers should sign up to speak. Tonight's presenters have indicated, in advance, that they wish to make formal presentations, which is the evening's function.

Chairman Salk introduced the first presenter, Mr. Curt Castagna from the Airport Area Business Council (AABC).

Mr. Castagna introduced himself as the President and CEO of Aeroplex Aviation, a FBO flight service organization, and the Chair of the Airport Area Business Council, which is a committee of the Chamber of Commerce, made up of mostly master tenants of the airport. Castagna stated that he is celebrating his 25<sup>th</sup> year as a businessperson at the airport and was a nine-year member of the Airport Advisory Commission. Mr. Castagna gave the following presentation:

*Long Beach Airport is home to over 200 businesses. The Airport is unique in that it equally represents General Aviation, Business Aviation, Commercial Aviation, and Manufacturing. After 13 years of federal litigation, the City was successful in establishing one of the nation's most protective noise ordinances. Since the 1995 resolution, the master tenants have consistently promoted a balanced mixed-use airport, have defended, and encouraged protecting the noise ordinance. Mr. Castagna introduced Mr. Dan Burkhardt from the National Business Aviation Association, who will follow-up the presentation with some comments.*

*Objectives:* *The AABC has not advocated for increasing commercial flights: AIRPORT EXPANSION. The association supports permanent commercial aviation facilities commensurate with the minimum number of flights set by ordinance. They encourage terminal area improvements that will support the adjacent airport businesses, and supports configuring the airline parking ramp to accommodate the same 1989/90 capacity when the airport last had 41 daily flights.*

*Relevant Business Facts:* *In addition to the airline operators, the terminal parking structure supports customers and employees from adjacent facilities: Gulfstream, Globe Aviation, Superior Aviation Services and others. With 41 daily flights, and no commuter operations, the current on-site parking capacity cannot support the demand required by Gulfstream, who just two years ago, had doubled their employment. Lack of adequate parking for the adjacent terminal businesses may negatively effect the decisions for future projects and employment. Currently 2,100 remote parking spots are secured on a limited month to month basis on Boeing's site, and are thus subject to their business plans. Subject to new security requirements established in the period following the recent airline flights, TSA now requires significant space in the terminal areas, as well as designated parking. The net increase in terminal area should only be associated with minimum permitted flight activity as defined by recognized standards.*

*EIR Scoping Recommendations:* *The AABC believes the EIR must be limited to reviewing the project impacts of the construction of the physical buildings, structures, and facilities. The AABC recognizes that other environmental concerns are influenced by factors not significantly associated with airport operations and encourages the City to review these risk assessments on a separate track.*

*In summary, 1) the EIR should be completed without delay, and be limited in scope to address only the project impacts for the construction of permanent facilities to accommodate the existing demands in the terminal and adjacent businesses at peak periods. 2) staff should continue to provide community outreach to the residential and business communities with specific concepts for the terminal design. Successful cities evolve and change...so do airports. The City of Long Beach continues to promote balanced Airport operations through reasonable and defensible policies. The business community, AABC, and Airport Noise Committee continue to assist in addressing mitigating measures to assure this balance.*

*Providing facilities within the commercial terminal area that are professional, modern, secure and efficient is reasonable and is consistent with our City's recently adopted Strategic Plan. Mr. Dan Burkhardt, Director of Regional Programs with the National Business Aviation Association, gave the following statement: the NBAA is an association of companies and businesses that utilize aircraft, mostly turbine and turbo prop aircraft, in the pursuit of their businesses. Members operate approximately 9,500 airplanes nationally, and beyond their membership, there are approximately 15,000 turbine aircraft that utilize the airspace and airports. The member companies employ approximately 19 million people worldwide, and earn revenues in excess of 5 trillion dollars. It may be wondered why these companies care about a terminal at Long Beach. These companies purchase 11 billion dollars in airline transportation annually. At Long Beach, there are 22 NBAA members such as Gulfstream and AirFlite. Fortune 50 companies bring in hundreds of thousands of people annually. Long Beach Airport is a unique airport that has a great mix, of business and commercial operations. Updated and safe facilities are necessary. Security is needed, and the people that are housed at the airport should not be in tents. The NBAA whole-heartedly supports the AABC recommended improvements for the Long Beach Airport.*

Commissioner Soccio noted that the position paper stated that the ramp parking should go back to what it was in the late 80's/90's, which was 16. It is currently 10, and she asked why that is significant to the position of the AABC and NBAA.

Mr. Castagna stated that the adjacent tenants close to the terminal have agreements with the City for aircraft parking facilities on the same ramp area used by the airlines during the 1980s. It is significant for the staging of airplanes especially at night because as planes come in, and if the ramp is congested, planes being held at the gate will be delayed in departing. Mr. Castagna stated that as delays happen in the late night hours, that it then creates violations and exceedences.

Commissioner Soccio asked if 2 or 4 more ramp parking positions, versus 6 more, would work. Mr. Kunze stated that in the preliminary scope they looked at 16 versus the existing 10 because that is how many were in operation in the 1980's, and there were times in the 80's when there were 41-flights and the ramp was full. Now there are times in the evening when the ramp is full with 10 parking positions, which leaves no room for 25 commuter flights. It also creates the condition involving a delayed push back, and an arriving aircraft would have to stage out on a taxiway to wait for an opening. As part of the HNTB consultant study, they are doing a ramp use forecast, the result of which will be provided to the Commission on May 20<sup>th</sup>, where they will look at all the terminal facilities including the ramp, and show how many parking positions they would recommend. Mr. Kunze stated that it may be more or less than 16.

Commissioner Haubert asked Mr. Burkhardt to explain how the expansion of the terminal would assist MillionAir or other operators that do not use the terminal. Mr. Burkhardt noted that he did not use the term expansion. He stated that he was explaining how improvements would benefit close-in tenants. The facility is 40-50 years old and does not provide the opportunity for people to eat or buy items. He stated that in the airline industry there is a need for a facility to be convenient, rapid, and enough gates to be available for aircraft to be efficiently utilized. Mr. Castagna stated that Toyota's facility, which is a beautiful facility, the new development on Parcel J is a significant investment at the Airport, and other Airport facilities will attract Fortune 50 customers that will fly in and out of those facilities. Mr.

Castagna stated that it is not uncommon for airplanes utilizing those facilities to leave their aircraft for maintenance or other reasons and go to the terminal to take advantage of airline and other services. The private sector has invested a significant amount of money outside of the Airport, and to have those clients leave and fly on a commercial flight whose surroundings are lacking, does not seem to be the image that the City would want to have.

Commissioner Alton asked Mr. Castagna what his business can do in partnership with the community in order to deal with the unintended consequence of a broken noise ordinance, so that they can achieve a level of terminal improvement and parking and baggage handling improvements and at the same time not make the community the risk taker for the attractiveness of the new airport. Mr. Castagna stated that what his organization is doing is that the same group of tenants meets on a regular basis to voluntarily address Airport business tenants and users noise issues. He stated, for example, that they have gone to FedEx, UPS, and Airborne and to the corporate users to address late night arrivals in an attempt to self-police.

Commissioner Alton stated that he has seen the work of the AABC and from an operations standpoint is very effective and does help the overall noise issue. He stated that if the same spirit is used to mitigate noise in the operational sense, and work with that spirit on the development side, that they will be on the same page.

Mr. Castagna stated that one of their bullet points in the presentation is to support the staff in building the bridge between the businesses and the community on the design of the terminal.

Commissioner Soccio asked if a handout was the position paper from Mr. Castagna. Mr. Castagna stated that it was.

Vice-Chair Fox asked Mr. Castagna if AABC was a committee of the Chamber of Commerce, and if he was speaking for the Chamber of Commerce. Mr. Castagna stated that he was speaking for the Chamber of Commerce as the Board of Directors of the full Chamber of Commerce adopted the position paper given to the Commission. Vice-Chair Fox stated that the position paper was approved by the Chamber Board of Directors in October 2003, and asked if the Chamber of Commerce was going to give a presentation. Mr. Castagna stated that their committee did the groundwork and users of the airport presented it to the Chamber of Commerce and received their endorsement, and believes another presentation would be a duplication of efforts.

Chairman Salk asked for questions from audience.

An unnamed speaker asked what is meant by a Fortune 50 business. Mr. Castagna gave Toyota/AirFlite as an example of a Fortune 50 business. The speaker stated that Mr. Burkhardt reported that it was important that there be an airport to help them fly in and out. The speaker asked how many of those businessmen have businesses in Long Beach or do they use other parts of Southern California to do their business. Mr. Castagna stated that he would be able to provide detailed numbers on those facts.

Mr. Mike Kowal asked what AABC's sensitivity is to the residents that live near the Airport.

Mr. Castagna stated that they comply or work to comply with a noise ordinance that is one of the strictest in the nation is the goal, and are living within that ordinance with their businesses. He stated that over that last number of years, the activity level for late night flights from commercial and business operations has decreased. Mr. Burkhardt stated that the National Business Aviation Association was a player in producing the noise ordinance. He stated that throughout the western United States, it is known that Long Beach has the strictest ordinance in place, and the only airport that has the cooperation on the Airport among its members to work to keep the Airport quiet. The membership operates the quietest fleet in the world. He stated that 88% of the operators now operate stage 3 aircraft, and the newer models of the stage 3 aircraft are compliant with stage 4, the next criteria. He stated that they are very sensitive to the neighborhoods, and just want to be good neighbors and conduct their businesses.

Mr. Castagna stated that another way that they are working at being good neighbors is through the Aviation Noise Abatement Committee, which is built into the Ordinance as a self-policing body. He stated that it should be recognized that at most airports where general aviation or business aviation are living with commercial airlines, the relationship is not always positive. He stated that Long Beach is a unique, almost ironic situation where the business aircraft tenants are supporting the airline industry with wanting to have terminal improvements because general aviation has the most to lose. He stated that the Noise Ordinance as it is written, provides that when the Airport goes over 65 CNEL or exceeds the budget, the first industry to have more strict noise requirements is general aviation. The airlines will always have 41 flights, but general aviation noise levels will be tougher to operate in if they go over the noise budget.

Mr. Kowal stated that he would like the Commission to understand about the Noise Ordinance. He stated that it was a settlement that was reached, and that the 41 flights was actually a loser for the City and the community being settled that way by a judge because there was no where else to go. The ordinance does not protect the community at 41 flights; it is 41 flights and whatever additional activity the noise ordinance will allow with the commercial airlines, and the 25 commuter flights. He stated that the 25 flights will totally impact the community, the question is what does the AABC care about the community with regard to their statement that the EIR should only look at the impacts of the facility improvements. Mr. Castagna stated that AABC works to preserve the integrity of the Noise Ordinance, which if lost, could negatively impact the community.

Mr. John DeLaTorre asked Mr. Burkhardt how the flights from the Fortune 50 companies are affecting the terminal area. Mr. Burkhardt as an example, stated that Flight Safety trains thousands of pilots a year. Long Beach is just one of those facilities that is accessed by those companies. He stated that Gulfstream sells and upgrades airplanes, and it is possible that a CEO could come in on an airline flight to access that company. Mr. Castagna stated that there is synergy between general aviation and commercial airline operations. He stated that, regarding his own operation, Aeroplex, they have 13 acres, approximately 50 tenants, over 300 employees, 70% of which live in Long Beach.

Mr. Gerald Mineghino, Bixby Neighborhood Improvement Association, and a resident under Runway 30, asked Mr. Castagna if they are talking about three different types of aircraft: general aviation, corporate aircraft, and commercial airlines. He asked what is the connection between general aviation and corporate aircraft to the terminal, as he stated that the terminal facilities at general aviation sites are beautiful, why would they use the Airport terminal? He asked AABC to explain their vested interest in the improvements to the terminal. Mr. Castagna stated the he believes the City and the businesses deserve to have a terminal with modern facilities like the modern FBO's for those travelers coming in and out of the City.

Ms. Jane Nieto, Bixby Knolls, asked about the Boeing parking fluctuating based on their needs, and she believes that Boeing is decreasing the amount of population that they have and are moving out of Long Beach. She stated that using their parking facility would not be a problem, and was confused about why that would be a negative versus a positive, and why it would not be an opportunity to use the parking for an offsite parking facility for the Airport.

Mr. Castagna stated that the first point that was made regarding the parking, is that the tenants that are adjacent to the terminal require parking on site, so that during their peak periods, a few years ago, there would be a much more severe parking problem than there is now. Regarding the Boeing parking is that the 2,100 parking spots that the Airport is renting on a month to month basis is subject to Boeing's business plan, Boeing could eliminate the parking spots at any time which would leave the Airport with no parking.

Ms. Nieto, stated that there was a deal with veterans park last year, where there was parking allowed at the stadium parking lot swapping, and could that lot still be used for employees or other use and shuttle them in so there would be no requirement for a parking structure.

Mr. Castagna stated that that is a possibility, and one point that should be considered is that by having the facilities on the airport, there are only two trips a day. When there is remote parking, there are four trips, and one of the concerns of the community is the environmental impact from congestion and by bringing the facilities back onto the airport, it would reduce the amount of vehicle trips which would be a positive step.

Commissioner Alton stated that he believed that the on-site parking is a good idea as long as it is not a two-step process, bringing in the off-site parking, and then a third party builds a facility to compete with the rates of the airport.

Mr. Castagna stated that there is another reason that general aviation is concerned and why they do not want more than 41 flights. He used Orange County as an example, saying that general aviation pilots and corporate aviation pilots, flying in and out of Orange County, have at times, up to an hour taxing time wait to get to the end of the runway because of the increased commercial flights. At Long Beach, they do not want to have that congestion, but rather have a balance of commercial, general aviation, business aviation, manufacturing, and airships living in harmony. Having more that 41 flights, it would impact airspace issues and taxing issues that would damage or inhibit flight training and other elements of the Airport that they want to preserve.

John Deats stated that he believes that the Airport Noise Compatibility Ordinance was adopted by City Council on May, 1995, and is the most restricted in the nation. He stated that if the City Council would try to make anything more restrictive that is written into that

ordinance, they would lose the grandfather status and control of the airport would revert to the FAA. He stated that under those circumstances it would be a 24/7 365 days a year night and day operation.

Rae Gabelich stated that Mr. Kunze has said that it probably is not if the noise ordinance is challenged, but when, and it is important that nothing is built to accommodate more.

Mr. DeLaTorre asked how growth would be stopped, when SCAG is reporting that increases in regional airports are needed, including Long Beach.

Mr. Castagna stated that AABC would continue to support the City's land use plan that preserves general aviation facilities at the airport so that it does not force out light general aviation and other operators to make it easier for the concerned operations.

Commissioner Haubert stated that the handout given by Mr. Castagna says that the terminal was built to accommodate 15 flights, and asked that if the terminal were expanded or improved to accommodate 41 flights, how many flights could be accommodated.

Mr. Castagna stated that when there was 41 flights years ago, they were operating narrow body MD-80 aircraft and the figures provided by staff indicate 1.4 to 1.5 million annual passengers during the time of 41 flights. He stated that they are now flying aircraft that accommodate the 3 million annual passengers. Mr. Castagna stated that if the airlines wanted to, they could come in and challenge the Ordinance and have injunctions for more than 41 flights out of the same facilities there today, and maybe have up to 80 flights and not change anything in the terminal. He stated that then there would be double the flights with the same structure; the key is to preserve the Ordinance.

Commissioner Haubert questioned a statement made by Mr. Castagna and asked if he stated that the Ordinance is susceptible to challenge today and that the City could lose the protection of the number of flights. He stated that if that were true, expanding the terminal only encourages someone to sue to invalidate the Ordinance, because they would wait until it has grown to attempt to invalidate it. Mr. Castagna stated that that would be an assumption, and stated that anyone could sue for anything at anytime.

Commissioner Haubert stated that that question was put to the attorneys, if someone were to sue, would the Ordinance hold up in court, and the answer so far has been yes. He stated that it is other concerns, for example will the City change it, will federal law change it, and is there an incentive to challenge it. He stated that he believes that there is no incentive to challenge the Ordinance, as there is not the capacity available.

Mr. Castagna stated that as a businessperson, and not as a resident, he is saying defend the Ordinance, and preserve the Ordinance.

Commissioner Clever stated that he believes there are two different issues, one is the expansion of the terminal, and stated that it has been reported that the Airport is out of aircraft parking positions so that no matter what is being built, if there are no parking positions available, there can be no increase in passengers. He stated that he believes that ideas can be put into the public's minds that the Ordinance can be challenged, and said that the conversation should move away from that and look positive.

Commissioner Soccio asked if it were true that they are only looking at 37 flights, as UPS, Airborne, and FedEx do not carry passengers or use the terminal.

Mr. Kunze concurred with her statement, and corrected the figure to 36, as there is five all-cargo flights, however looking ahead that could all convert to all airline passenger flights, but for planning purposes, staff is only looking at the existing mix of 36 airline and 25 commuter flights.

Chairman Salk introduced Mr. Joe Sopo representing the Los Altos Neighborhood Association South.

Mr. Sopo introduced, Mr. Mike Baush who created a video as part of the presentation. Mr. Baush stated that he purchased a home in Los Altos two years ago and stated that he feels lucky to live in the community. He stated that he has very strong feelings about the Airport and the growth. He stated that one thing that is hard to understand if you do not live in a flight path is what it actually sounds like, which is why he made the video so that people could get a sense of what it is like.

The video was shown.

Mr. Bausch stated that he had inquiries as to if he had increased the sound in the video or altered it at all. He stated that he did increase the sound of the narrator and bring down the sound on the flights. He stated that there was no audio sweetening, that he pointed the camera at the sky and taped as the aircraft arrived.

Commissioner Clever asked Mr. Bausch why he bought the house two years ago. Mr. Bausch stated that he loved the house. Commissioner Clever stated he knew that there was an airport nearby. Mr. Bausch stated that at the time, there were only 15 flights. Commissioner Clever stated that 15 flights make noise as well. Mr. Bausch stated that it is not as much noise as 41 flights and more.

Mr. Sopo gave the following presentation:

*The neighborhoods are very suspicious about things that go on in downtown Long Beach. There are two news articles dated March 27, 2004, one was publicized by the Press-Telegram and the Arizona Republic printed the other in Arizona. The same author is Leslie Miller from Associated Press, with both papers picking up the news story. The Arizona Republic printed the full story where it says Airports that are crowded and recognizes Long Beach Airport with a title of Airports that need greater capacity by 2013 in a list of airports. The Press-Telegram did not mention Long Beach Airport in their report. He stated that the video was very funny and well done, saying that now the Commission knows what it is like. They could not get into schools to videotape children when they were stopped in the middle of a lesson for the planes to come over. In fact the schools, Minnie Gant, Bixby Elementary, and possibly Cal State Long Beach, may not be built today for the airplanes overhead. The State of California would not allow it. Mr. Sopo referenced another article which was pro-Airport expansion, and likened using Long Beach Airport to flying into Calcutta. The complaint is that the Airport consists of temporary structures, bungalows and tents. They are concerned about the impression this will make on tourists coming into Long Beach. Mr.*

Sopo stated that his question to the expansionists is are they equally concerned about those hoards of tourists and Long Beach's schools that consist of bungalows? If children can handle the bungalows, so can the tourists, according to Mr. Sopo. A petition of names was submitted at a previous meeting. There was one resident from the 4<sup>th</sup> or 8<sup>th</sup> District, possibly two were from the 5<sup>th</sup> District, the rest were from the 2<sup>nd</sup> or 3<sup>rd</sup> District, which means that no one that signed the petition was affected by the increased flights. On the other hand, Mr. Sopo stated that he placed 350-400 no airport expansion signs in residents front yards on the approach of the airport. He stated that he knows his counterparts have placed an equal amount of signs on the takeoff side. He stated that it is different to sign a petition than to allow someone to place a sign on their front yard. There is a difference in commitment.

Chairman Salk asked Mr. Sopo if he had begun his presentation, and noted that his statement about the article in the AP article in the Press-Telegram and wanted to clarify that on March 30, 2004, the Press-Telegram ran a major story on the front page of the business section, and in the headline of the story by Felix Sanchez, he stated that FAA sees need in Long Beach Airport, and featured the Long Beach Airport. Chairman Salk asked for that correction to the record that the Press-Telegram ignored the mention of Long Beach; on the contrary, they did a major feature.

Mr. Sopo stated that the article on March 30<sup>th</sup> was after they were caught not featuring the Airport on March 27<sup>th</sup>. Chairman Salk stated that point was that the story ran in a big way. Mr. Sopo stated that he would have preferred the Press-Telegram to have printed the story on the 27<sup>th</sup> but was glad it was finally printed.

Mr. Sopo began his presentation noting that he represents the Los Altos Neighborhood Association South.

Mr. Sopo stated that a line in the sand has been drawn between special interests, which includes corporate America. They spew unrealistic expectations about tourism, job increases and wealth for the City. On the other side of this line are Long Beach residents who live in wonderful tree line neighborhoods and include children, seniors, students and families. The special interest types promote Airport growth; increased parking within the community, construction of temporary structures. They urge the construction of permanent structures and increased multi-level parking structures. The special interests are taking one bite at a time. Gone must be the days of our City that once used the planning philosophy "**ready, shoot, aim**". This is not an attack on building; but an attack on building before proper planning has taken place. Do you need some examples? Let's try Pine Avenue, the 8 and 16 unit apartments of the 1980's that provided us with instant ghetto! What about regional corridors through the neighborhoods? The citizens stopped that cold. What would have happened if the E.C.O.C. (911 Center) had been built in little Stearns Park? Should I bring up the Queen Mary? I recall the Plaza that was torn down at the new site of City Place. The jury is still out on City Place and the Pike at Rainbow Harbor. I hope those two projects succeed. I do not mention these projects as a weapon against the City but something that must change. The neighborhoods expect a responsible city government. The neighborhoods want no expansion, no enhancements without proper, well thought out planning. In this planning process, we want you as a Commission to recommend a complete Environmental Impact Report. This EIR must contain a full Health Risk Assessment. It should use current information that analyzes and quantifies current conditions, not old static, out of date information. Current air quality is to be used. Particulate Matter and all other

*contaminants and carcinogenics are to be studied. Also included must be the negative impacts we are exposed to today with 41 daily flights and the projection of an additional 25 commuter flights and the possibility of more flights. It cannot be said that there will not be more flights because of the noise bucket. If planes stop coming in later, there is the possibility of more daily flights. Let me be very clear this is not about general aviation; it is about Long Beach not becoming the new, mini John Wayne Airport. You, the Commission, your allegiance must be to the public. You, the Commission, you as a committee were given a heavy responsibility or a wonderful opportunity to see that the Airport remains a local regional airport. An airport the neighborhoods can live with. A line in the sand was drawn clearly on April 13, 2004; I am speaking of the City Council race where one incumbent was voted out of office and a run off will be held in the other district. Both of these districts lie directly in the flight path. These neighborhoods and the residents are paying close attention to this committee and believe your recommendations will have a direct effect on their quality of life. Remember your decisions as a committee will have a positive or negative effect on our neighborhoods for the next 10, 20...50 years.*

Mr. Sopo stated that the Commission should not rush a recommendation as the last speaker mentioned, as decisions/recommendations will be with the community for a very long time. Mr. Sopo stated that speaking of frequent flyers, every resident at the approach and departure ends of the airport are the true frequent flyers, they fly every plane that takes off over the top of them, they just do it out side the plane.

Mr. Sopo stated that he left out real estate implications on the presentation, and stated that he has been a real estate agent for over 20 years in Los Altos, and that there are many areas in Los Altos that are in the flight path, closer to where planes land, north of Stearns and west of Bellflower where recently there has been a turnover in rentals being turned into home ownership, he stated that is what he likes to see as it improves the neighborhood. Mr. Sopo stated that one-day interest rate would rise, because the appreciation has been interest driven. He stated that when that happens, there will be a more even balance, number of buyers and sellers, and what will happen is people will have a choice of buying under the flight path or not under the flight path, and people will pick not under the flight path. He stated that the homeowners under the flight path would have to drop their price in order to sell their property. He stated that property values would drop in the flight path, which is what happened 20 to 40 years ago in Inglewood, and stated that they do not want that to happen in Los Altos.

Commissioner Haubert stated that Mr. Sopo missed one address on the petition that was in the 4<sup>th</sup> District, other than that his report was correct.

Commissioner Temple stated that 20 years ago, it was predicted by realtors that the Airport would affect the price of property. He stated that 20 years ago that did not happen, and stated that he does not believe that the Airport would affect the price of property now. Commissioner Temple stated that as interest rates rise, no one can know what will happen to property values. He congratulated Mr. Bausch for the video presentation, however, he stated that they are aware of the problem, and asked what should be done to do to take away the problems at the local schools.

Mr. Sopo stated that he was involved in the E.C.O.C. at Stearns Park, and stated that he worked with people who appeared to be very nice and personable, however, they then did exactly the opposite of what they said they would do. Mr. Sopo stated that they were able to stop that project, and stated that he has a hard time believing groups such as that. He stated that ideally, this Commission would have to form a partnership with the community in planning. He stated that he believes that the City Council did not want the burden of this decision, and does not believe that it was a fair decision to pass the project onto this Commission. Mr. Sopo stated that the Commission can make a difference, to come back with something creative, and that it does not have to be just the nine Commissioners that make the decision, but can involve more people from the community and take time resulting in a 10-30 year result that the City can be proud of. Mr. Sopo stated that he does not have the answer, but knows that the Commission can come up with an answer.

Commissioner Temple stated that Mr. Sopo portrayed the problem, and stated that if there will be complaints about the problem, then there must be a solution in its place. He asked Mr. Sopo if he believes that the 41 flights are in concrete.

Mr. Sopo stated that he believes there is an agreement that should not be changed in anyway and suffer the results of increased flights by breaking that agreement, however, he stated that he does not want the same gentlemen who said that there is no other place in Long Beach for the E.C.O.C but Stearns Park, to be in charge of providing carte blanche to build the Airport, because he does not believe a truthful picture will be given to the community.

Commissioner Temple stated that he does not agree with Mr. Sopo's rationale, and again stated that the Airport has 41 flights, and will have 41 flights over homes, and asked Mr. Bausch about when he purchased his home if the realtor did not advise him of the ordinance that was in place, then his issue is with the realtor. Commissioner Temple again asked Mr. Sopo what he suggests the Commission should recommend for the 41 flights, not Stearns Park, or the E.C.O.C., but only what does the Commission do in place of the 41 flights.

Mr. Sopo stated that the flights could not be turned into anything other than what they are right now, and hopes that the Commission would not do that. He stated that he mentioned the schools and there is nothing that can be done at this time to help the schools, but it cannot be made worse for the next generation.

Commissioner Temple stated that everyone is trying to predict the future, and that he has been involved with the Airport for many years. In the 1950's, there was an Airport Manager who went to the City Council and said to buy everything a mile wide from here to the Edison plant, which they did not do.

Mr. Sopo stated that it would have been a good idea at that time to put the Airport out at the port area, or another area with better planning.

Chairman Salk asked if LANAS, Los Altos Neighborhood Association South, had taken a formal position, had an open discussion and voted and said that this is what the Association thinks should be done.

Mr. Sopo stated that they want to keep it at 41 flights with no expansion or enhancements unless the Commission finds a way or the users of the airport - JetBlue for example - participates and finds a way that there is no expansion. He stated that the FAA is now stating that by the year 2013, Long Beach will need increased flights.

Chairman Salk again stated that the Commission will come up with recommendations that will take all factors into account, meaning the needs of the people who live in the flight path, and those who travel on the airlines, including people who live in Los Altos, and to find a balance through talking to organizations such as Mr. Sopo's. Chairman Salk stated that he believes that is what Commission Temple was trying to ask. That is, if there were recommendations that his represented community have discussed besides stopping the Airport.

Mr. Sopo stated that no one has said to stop the Airport, but stated that the Commission should be very careful, that they will have to live with the decisions for a long time; any recommendations that are made will affect the quality of life. He stated that the City Council put this in the lap of the Airport Advisory Commission, and are not here tonight, and other than Councilman Robb Webb, no other Councilmember have attended. Chairman Salk stated that the Council Districts have had representatives present. Mr. Sopo stated that he understands representatives, and that they need to be aware of what is taking place here, to be force fed the information given at these meetings, and that the Commissions recommendations are probably what they will follow. Mr. Sopo stated that he does not know why Councilmembers are not present, and stated that he is disappointed that they are not present.

Commissioner Luskin stated that they are in agreement that there will not be fewer than 41 commercial flights. He stated that an associate of his used the Airport during the peak flying period, and stated that the hold rooms were full, it was raining, he and his wife ended up standing outside in the rain waiting to board a flight. Commissioner Luskin asked how do they accommodate those people that are flying out of Long Beach to get on existing flights if there are no holding rooms to accommodate them.

Mr. Sopo stated that as Commissioner Temple noted, a house was purchased that was known to be in a flight path, why did you buy it? He stated that there are not enough tents to go around for everyone, and they should go to LAX.

Commissioner Luskin stated that he is talking about someone who lives less than a ½ mile from the Airport that has a flight going to his destination, and that Mr. Sopo is suggesting that he should travel to LAX. Mr. Sopo stated that he should take that flight out of Long Beach and be happy that the airport is there, and that the next time he travels in rainy weather, to bring an umbrella.

Ms. Demetra Monios commented that she is the person who submitted the petitions, and in defense of what was reported by Mr. Sopo, she stated that she personally gets the signatures from people. She stated that people have told her that they live in the flight path. She stated that she does not look at the addresses when she gets the signatures, but she believes that people tell her the truth when they say they are in the flight path.

Commissioner Soccio stated that she looked at the addresses, and there are quite a few that are from District 7. She stated that living on the take off side, the noise is different, however, Ms. Monios does have many signatures from the take off side of the airport with is the 7<sup>th</sup> and 8<sup>th</sup> Districts.

A speaker identified as Ellie stated that there were two neighbors at the last meeting, and stated to Ms. Monios that no one was in their area to ask them to sign a petition, and that they would have stated the truth. Ms. Monios stated that she did not enter that area; she stated that she went to people that were out in parks and shopping areas, not necessarily into specific communities.

Mr. William Silva stated that he lives one block from the flight path, near Bristol Farms. He asked if they have options on what the Committee should consider. He asked the Committee to consider Imminent Domain. He stated that the flights will not be reduced, and that 41 flights will not be the answer, they will be increased sooner or later. He asked to consider taking enough land ½ mile wide on take off and landing area, and look at the cost of what that would be versus the cost of what the existing impacted people are paying. He said to let the City pay an honest fair price for that land, and he will move somewhere without an airport, and would like to see that as an option.

Commissioner Luskin asked Mr. Sopo that if Mr. Silva would want to sell his home and leave Long Beach, could he sell his property today. Mr. Sopo stated that he could sell it. Mr. Silva stated that he has two houses side by side, and that he receives letters every week that someone wants to buy his properties. He stated that that was not the point. No one is considering the health aspects, and he has noticed that his sinus problem has increased severely, and that he is aware of debris that settles on the window sills that he believes is exhaust from aircraft. He stated that he could sell his properties but that it would drop in value compared to homes not in the flight path.

Julie Leishman stated that she lives in Los Altos, and for the record, she represents Councilman Carroll and reports to him everything that is going on and brings him all the literature available from the meetings. She stated that she personally does not want to move, is very happy in Los Altos, and hopes that one of the options is not to tear down homes in the flight paths. She stated that it was asked what is the solution, what could be a solution, and she stated that everyone present may be agreeable or willing to live with the 41

flights existing today, and that they do not want more, and if there were a guarantee that there were only the 41 flights with no increase in the future, people would not be opposed to the expansion with that guarantee for the next 10-30 years.

Commissioner Haubert asked Ms. Leishman if she was in favor of the 41-flight cap. Ms. Leishman concurred. Commissioner Haubert stated that there is no 41-flight cap, that the ordinance states that the 41 flights is the minimum number of flights that the City has to allow; the cap is a moving cap according to the noise bucket. He stated that the City has signed a settlement agreement giving away slots up to 48 if/when those slots become available in the future.

Ms. Leishman asked that even if the Airport facilities were not expanded, there would still be that scenario. Commissioner Haubert stated that that would be true.

Mr. Guirterrez, 4230 Myrtle, asked Commissioner Luskin if he had been to an airport during the holiday rush hour that wasn't fully crowded. Commissioner Luskin stated that generally Thanksgiving and Christmas are peak seasons. Mr. Guirterrez stated that capacity at an airport should not be built that would accommodate the worst days of the year when it is not needed for the rest of the year. Commissioner Luskin stated that as part of a body that is receiving information, he would like to think that the holding capacity would at least accommodate the number of passengers required by 41 flights. Mr. Guirterrez stated that the Airport does have adequate accommodations, and stated that he has flown from the Airport himself and stated that it is the easiest airport to get in and out of that he has flown through anywhere in the country. He stated that he does not understand the push to expand the Airport, and he has heard Airport staff say that it is overcrowded and difficult. He asked how many days a year flights are delayed because passengers cannot move through the terminal, and how many days per year the parking lot is full, that it would need to be expanded because it cannot accommodate the number of cars parked? He stated that he is hearing that an airport is being built to accommodate the worst-case scenario, and it should not happen that way. He stated that he would like an explanation of why the Airport should be expanded for peak periods of two or three days a year.

Mr. Kunze stated that that would be a good policy discussion, and that is one point that the Committee will be asked to deal with. When the consultants return on May 20th, they will not be showing the industry standards for peak days, but will be showing the industry standards for an average day of the peak month, which is an industry design standard. He stated that that is part of the decision that needs to be made, that is, will it be designed for the average day of the peak month, or designed for holiday demands, or designed for something less than that.

Mr. Jeff Huso stated that he is uncomfortable about statements from Commissioner Temple and Commissioner Luskin about the idea that people that have not been here as long as the Airport should leave their community as if their community was not worth anything, and stated that they should not have to build their lives around corporate desires. He stated that he has lived in his home, which was his parent's home, his whole life, since the 1950's, and stated that his neighbors have been there for 30 years. He stated that the community is an important part of a person's life and stated that he feels sorry for people that do not understand that.

Chairman Salk stated that the Commission had the benefit of his presentation at the last meeting and asked Mr. Huso if he had a question regarding Mr. Sopo's presentation. Mr. Huso stated that it was asked what Mr. Sopo had in mind for the problem that he presented and stated that Mr. Temple directed it toward the 41 flights, and stated that Mr. Sopo failed to mention the facilities.

Commissioner Temple stated that so as not to be misunderstood, and with respect to Mr. Bausch, that Mr. Huso is completely different, and stated that he has complete sympathy for Mr. Huso, who should be given more consideration because of the length of time in the neighborhood versus someone that moved in knowing about the Airport and its Ordinance. He stated that he was attempting to make sure everyone was agreeable on the 41 flights and the noise bucket. Commissioner Temple stated that he has not talked to anyone, and he has spoken to hundreds of people, where they have said they want more than 41 flights. Commissioner Temple asked the audience if anyone wants more than 41 flights. An audience member raised his hand, Commissioner Temple stated that was a first.

Mr. Sopo stated that there are two things that would stop the Airport from expanding, and that the Commission has to understand it. He stated that the Commissioners are not getting it, it is the size of the Airport and the Airport agreement. Mr. Sopo stated that it is not if, but when the Airport agreement will be challenged in court and it may lose the first time, but it will be tried again and again to expand the Airport.

Commissioner Soccio stated that the Committee members do get it, and stated that they have all been listening and taking notes. She stated that when Mr. Gatze and Mr. Mais were present, they were bombarded with questions. She stated to Mr. Sopo that the other concern is how small is too small for someone to challenge the other way. She stated that she understands his viewpoint, but it needs to be viewed from the other side as well.

Mr. Sopo stated that if you are looking at how small is too small, you need to look at how big is too big. He stated that the airport was built to handle 13-14 flights and is handling 41 flights, and if it is expanded to handle 41 flights, 100 flights could be expected.

Commissioner Soccio stated that Mr. Sopo is assuming that the Commission wants to build something for 36 commercial flights, 5 of which are cargo carriers, and 25 commuter flights, and asked that he not assume that. She stated that the Commission does not yet know those facts, as they cannot talk among themselves because of the Brown Act, and she stated that she resents the fact the Mr. Sopo stated that the Commissioners are not listening, because they all are.

Chairman Salk stated that it is not fair to pre-judge the Committee. Mr. Sopo apologized for pre-judging. Chairman Salk stated that speaking for himself, that Mr. Sopo does not know whether they get it or not, and that he also resents the accusation. He stated that it makes it difficult for the Committee.

Ms. Rae Gabelich stated that in support of Mr. Sopo, she believed that what he was saying is that they are afraid that the Commission won't get it. Chairman Salk stated that that was not what Mr. Sopo said. Ms. Gabelich stated that for 2 ½ years they have been going before City Council trying to get them to get it, and they did not get it, and they brought it to this Commission. She stated that the decisions of this Committee will then be given back to the

City Council and they will make a decision based on the Committee's recommendations. HUSH2 possibly won't like the recommendations, which puts it back on their plate and they will have to continue to fight.

Ms. Gabelich commented on the FAA study, the Associated Press article, not only did it say that Long Beach is expected on the list of 41 airports to expand in 2013, the vision is that it will also expand in 2020. She asked how much can they expand? As she walked through the 8<sup>th</sup> District talking to people, the number one remark from 99% of the people, is what are you going to do about the Airport. She asked the question, what are we going to do about the Airport? She stated that when she met with Councilmember Rob Webb and other high level people from the City to discuss issues with the HUSH2 team, they said that they wanted a partnership and involvement when it was decided what the EIR would look like. She stated that they assured her that that would happen, and she said that they did not hear anything further from that group. She stated that they moved forward, and in August, they were looking at the EIR and it went before the scoping sessions before the public, and she said that they were not included. She stated that they want lead people in the community to be included as part of the process and stated that they do not want to see a model brought in by HNTB 10 years ago, but to look at what the design will really look like. She stated that back in the 1980's, one of the suggestions was about an off shore airport. She said that would be a great idea and would have cost less than it would today, and she said she understood that that was shot down by the Port because the Port wants to expand. She asked what can the citizens do, their homes could be bought out, or they could initiate a lawsuit. She said that the City Council decided years ago that they would not go that route, because the Airport sits in the middle of residential neighborhoods, and neighborhoods should come first.

Chairman Salk stated that the Committee is looking forward to Ms. Gabelich's presentation on the 20<sup>th</sup> of May and he stated that he hopes that presentation will have specific suggestions/recommendations.

Mr. Bill Schneider, 6061 E. Los Santos, stated that he bought his home 2 ½ years ago before 41 flights. He stated that he is new to this issue, new to the community, but have had some battles in San Diego County over helicopter overflights, landfills, and rock quarry's. He stated that the first thing that came to his mind is that is there any place in the public domain on the internet where he can find out the backgrounds and businesses of the Committee. He asked if it is posted what the Commissioners do or did for a living.

Chairman Salk stated that it is public record and exists in the City Clerk's office.

Mr. Schneider stated that he wants to get up to speed, and stated that he lives in the area and is buying another house two blocks away from his present house. He stated that his home has an upstairs room with a balcony, and stated that he purchased a transponder to listen as the aircraft come in, and enjoys that. He stated that he would not like to see it get worse than it is now.

Commissioner Luskin stated that the members of the Committee have gone through extensive effort to be cleared so that there is no conflict of interest. He stated that some members have gone to Sacramento to have analysis done of their backgrounds to be sure that there are no conflicts on the Committee. He stated that every member has been cleared by the City Attorney's Office and Sacramento for discussions on the EIR and terminal

facilities.

Mr. Mike Kowal thanked Mr. Sopo and the Los Altos Neighborhood Association South for their presentation, and stated that it is important that the Committee does get it, and it is important that the entire City gets it. He stated that this is the process that the community has been talking about for several years, that it is about residents, and not about what is good for the economy. He stated that the economy comes second, the residents come first. The business of government is to protect its citizens with health, safety, and welfare. He asked the Commission if they got it. He stated that it is important that the Committee does get it, and addressed Commissioner Soccio that the community is concerned that the City doesn't get it, and hasn't gotten it for a long time. He stated that that has nothing to do with the members of the Committee personally or individually, and thanked them for doing what they do. He stated that he has served on a commission and has done all that he could do to help his neighborhood be all that it can be and to make Long Beach all it can be, and stated that he believes the City is not doing a good job. He stated that the City Council has given this job to the Airport Advisory Commission, which is out of the Commission's expertise; however, he commended the members for taking on the task. He stated that each member will be on record as to how they vote and how they will protect the residents of the City, those directly impacted and those indirectly impacted. He stated that if the neighborhoods of Los Altos fall, if the neighborhoods of Bixby Knolls fall, he stated that he believes that it will trickle down to those that live on the peninsula, and other places that are not directly impacted. He thanked Mr. Sopo for his presentation, and stated why he believes that the Commissioners are not getting it, is that when staff came out with the project over a year ago, and approved the airport expansion, and stated that it is not improvements, but expansions, that it would triple the size of the Airport. He stated that the community does not know how big the Airport will be, because no one has told them yet. He stated that the staff that the Commission relies on for information has said that no EIR is needed, and that a 10-year old negative declaration can be used. He stated that the reason the Commission is addressing the problem today is because the citizens badgered the City Council enough to at least get an EIR. He stated that it is now the job of the Commission to say how comprehensive that EIR should be, what it will contain, how encompassing it will be, will it be kept on site to the particular building or not. He stated that they will find out what 41 flights plus 25 according to the ordinance and "plus, plus, plus", according to the noise bucket could bring. He stated that that is what the community needs, and that is what the Commission owes the neighbors and fellow citizens.

Chairman Salk asked that Mr. DeLaTorre give his presentation and that there could be more comments after that presentation.

Mr. DeLaTorre is representing the Long Beach Council PTA. Mr. DeLaTorre stated that the presentation was also read to the City Council before the task was passed to the Airport Advisory Commission. He stated that the presentation letter was created after many months of listening to the consultants.

*Members of the Airport Advisory Commission,*

*Since the founding of PTA, 107 years ago, our national organization's objectives have directed us to advocate for and promote the welfare of children and youth in home, school, and community. The Long Beach Council PTA is part of the largest child advocacy group in the nation. In Long Beach our membership includes 16,000 adults who share the same concerns for the welfare of our city's children.*

*The members of the Long Beach Council PTA are greatly alarmed by the increasing levels of pollution in Long Beach, as documented by the latest AQMD study (MATESII) and others. We believe strongly that our city's leaders should have a vision for the future that must include a plan today of how to halt and reduce the current state of environmental deterioration.*

*The Long Beach Council PTA is deeply concerned about the growing and insufficiently managed pollution generated by industry and transportation in Long Beach in general and by Long Beach Airport associated activities in particular.*

*We are convinced that the EIR for the airport terminal, first and foremost, must include a health impact study. In particular, the scope of the EIR must address that children are inherently more susceptible to and at risk to damage from pollutants, especially air pollutants, than adults. An alarming increase in cancer rates, respiratory illness, and other severe allergic reactions to air pollutants has resulted in an every growing negative impact on our children's ability to reach their potential in their personal lives and in school. Any health impact study, therefore, must focus on children and their greater risk exposure.*

*In addition to physiological health risks, the scope of the current EIR must include an assessment of the increased stress and anxiety levels in children as a result of pollution related ailments, as well as the impact of high noise levels on their ability to learn. A number of our Long Beach schools, whose PTAs we represent, have reported noise levels so great that instruction must be stopped when a plane flies overhead. In addition, Parents report that their children's sleeping patterns are disrupted by excessive airplane noise. As a result, children are not able to concentrate in school as well as today's high pressure educational environment requires.*

*Moreover, any environmental impact study must be based on the most current scientific information on toxins, as well as the most recent, actually measured, noise level data. With the recent and substantial increase of flights at the Long Beach Airport, there must be an analysis of the current soil and ground water conditions.*

*Finally, as indicated by current studies and an alarming increase in respiratory illnesses and cancer among children, it seems we have reached the limits of our carrying capacity and any kind of development in this city cannot be analyzed in isolation. The cumulative impact of pollution, including its dispersion, from pollution sources in Long Beach must be scrutinized. Therefore, the EIR associated with the planned Airport terminal expansion must include the adverse health impact of the Airport operations as a whole, as well as other polluters, such as the port and the freeway system.*

*Our city leaders must also recognize and acknowledge the increasing pressure for more growth in the future at our airport and elsewhere in the city, and in their instructions as to the scope of the upcoming airport EIR, must take a proactive stance.*

*We hope that you will come to agree with us that commercial growth, without fully and honestly considering its effects on quality of life, is not the right approach. For the sake of our children's quality of life today and in the future, we urge you to give our concerns at least as much consideration as the commercial interests involved in this project.*

*Thank you for your consideration, Long Beach Council PTA*

Chairman Salk thanked Mr. DeLaTorre for the specific nature of his recommendation, and stated that it is a help to the Committee to have it specific. Mr. DeLaTorre stated that his presentation tried to drive down exactly what they would like the Committee to ask the City Council, a full EIR looking at all impacts within the City of Long Beach.

Commissioner Luskin stated that he agrees with much that was presented, and no matter what is done, nothing that the Committee can do is going to cause the Airport to have less than 41 flights. He asked that by going through all the things that Mr. DeLaTorre is asking for, it will not result in less than 41 flights, and as such, what is it he is looking to accomplish?

Mr. DeLaTorre stated that what the Long Beach Council PTA and many people in the City of Long Beach are trying to accomplish is that expansion by 2013 or 2020 is coming. He stated that with a full impact EIR, it would stop expansion; it will stop other growth within the City of Long Beach that is impacting the environmental health of the children.

Commissioner Luskin stated that if that were to happen in 2013 or 2015, they would look at data that was accumulated in 2003/2004, and as stated by Mr. Sopo, they do not want to use old data. He stated that if a lawsuit came about, at that time, there would probably have to be another EIR or another evaluation of those things so that it could be current information, and stated that this would be antiquated information in those years.

Mr. DeLaTorre asked if the City has approved a health risk assessment, looking at retrospective studies. He stated that he works for a pharmaceutical company, and stated that the first thing in talking to a doctor is prospective studies. He stated that looking into the future they would provide valuable information as well. He stated that it would make the community look and maybe stop some of the growth in the City that is impacting the children including the Airport.

Mr. Gerald Mineghino, Bixby Highland area, stated that his wife is an educator and has been in Long Beach for 24 years. He stated that she has been lucky enough not to teach at impacted schools until recently. He stated that for the last 10 years she has worked at Buffum Elementary, near 22<sup>nd</sup> St and Lakewood Blvd and is impacted. He stated that one item that he would like to propose to the Commission to consider as it moves forward, would be to consider before any expansion or modification of the existing terminal facilities to accommodate and to give the visitors/travelers the experience that the airlines want to give them, that money should be invested into those impacted schools first, taking funds out of

the budgeted money that would modify and improve the Airport. He stated that this should include soundproof the schools, and improving the air conditioning in the classrooms. He said that the air conditioning units that were hastily put into the schools are so noisy that they have to be turned off while the teacher is instructing. He stated that the PTA pointed out a fact, that if the Committee is to move forward into the future, he asked to protect the future first, investing money in the schools, make them soundproof and air condition all the schools.

Mr. DeLaTorre stated that it has been said that the trailers are not acceptable at the Airport, and stated that every school in Long Beach uses trailers, and every student will at some point in their career, will go through the trailers, and suggested that everyone should look at the children first.

Vice-Chair Fox stated that he wanted to confirm that speakers be as specific as possible, and addressed that to Ms. Gabelich. He stated that the emotion process is high, and to put the presenters in the position of the Commission, they should give the Commission ideas on where your groups want to go, and where the Commission should be thinking about going. He stated that everything that is being talked about seems to deal only with expansion, improvements, or growth. He asked if the recommendations are that they maintain the status quo, or for those who are against the proposed project, is the recommendation that they get rid of the Airport? Vice-Chair Fox stated that that may not be realistic but is that where this process is going? He stated that soon, JetBlue may be saying that if the City maintains facilities that are not consistent with the image that they are trying to project, they will go away. He asked if that would be a bad thing? He stated that he wants to come back to Chairman Salk's statement that the more specific that a presentation/recommendation is to the Committee, the easier it is for the Committee to deal with the issues.

Ms. Patty Stern stated that she is attending the meeting to support Joe Sopo. She stated that she has lived in Long Beach all her life; her parents built their house in 1952. She stated that as a child, she remembers the Long Beach Airport was a small airport, and had a lot of small planes, and that she no longer sees them as they have moved to Compton or other airports, and Long Beach has become a bigger business airport than what it was when the community was first here. She stated that she does not have an answer, but if everything is growing and growing, that other airports should be built in other cities. She stated that there are other military airports that are closed down, that have been airports for years, and she asked why couldn't they handle some of the traffic? She stated that CEO's don't need to have the red carpet treatment when they come in on their flights. She stated that she does not look at the surroundings of an airport, and that she fly's in and gets out as quickly as possible. She stated that the airport is not her destination, but a place to get in and get out. She noted that El Toro has an airport, there are airports in other regions that have been closed down, possibly those cities should spend their money to reopen them. She stated that Long Beach does not have a lot of money, and money was spent on building an aquarium for which they are still paying bonds. She noted that new helicopters were purchased for the Police Department, and they are now purchasing new motorcycles. She stated that she cannot get her street paved, a promise of over 6 years. She stated that the Airport is bad for her, and that she has to hose down the patio, as she lives near Cal State Long Beach, and has black soot from the airplanes.

She stated that aircraft come in over her home and when the wind changes they take off over her house. She stated that her concerns are that if something needs to be done, then maybe other cities should be considered to open up airports to take the traffic away.

Mr. Sopo addressed a question from Commissioner Luskin regarding why there should be a health risk assessment. He stated that there are children that are susceptible to what comes out of the planes, and that he believes it is the right thing to do as a City so that the citizens know what they are breathing in and living under. He stated that on a pack of cigarettes it is noted that they are unhealthy, and people know that, and maybe that should be stamped on homes.

Commissioner Luskin stated that he did not disagree with what was said. What he did say is that he did not know whether that should be part of the EIR, because that will not affect 41 flights and that nothing that the Commission would do could reduce the number of flights. He stated that he believes that the health assessment should be done and that it is a job for the City Council, but he is not sure that it should be part of the EIR, because it does not affect the specific issue.

Mr. Sopo stated that they can take the narrowest view, saying that all that will be looked at is the terminal and the parking, or it can be expanded to as wide a perspective as is wanted, and that the Committee has that latitude.

Commissioner Alton stated that both points of view have merit and questioned if there is any other EIR that can address these concerns if not this one. He stated that there are only so many EIR's to use to examine an environmental impact. He stated that if there is an EIR that would be looking at the Airport in a more comprehensive manner, looking at the holistic impact of the Airport, that would be the perfect target. He stated that if there is a better case to use to ride the issue on, let it be known, but for now, this is the case available.

Mr. Sopo asked if the Commission is asking for specific recommendations, and stated what if they shut down the schools, to close them after there is a health risk assessment finding that it is not healthy for them to be there, he stated that a recommendation should be made to close the schools down that are affected by the Airport. He stated that there are things that LAX has done, insulating homes, buying homes out, there are instances that other cities have had to mitigate and deal with this issue. He stated that if LAX does that, then shouldn't Long Beach step forward and take responsibility.

Chairman Salk asked if Mr. Sopo is recommending that shutting down some schools should be a consideration. Mr. Sopo stated that that is one suggestion.

Ms. Gabelich stated that they just closed the 98<sup>th</sup> street School next to LAX. She stated that in May of 2002, the City Council took a vote, nine to zero, in favor of a human health risk assessment that would be specific to the Airport. She stated that they waited after negotiations nearly 2 years, and it still has not happened. She stated that now it has been turned over to this Commission, and now has become part of a cumulative health risk assessment that will be identified with the \$35,000 study, a health risk assessment should cost between \$250,000 and \$500,000. She stated that in that study they will gather all of the existing information that is out there in the community, and they will use the MATES II Study, which focused on the area in 1998, before there were 41 flights a day. She asked if she

should believe that there should be a human health risk assessment to get a baseline today regardless of whether the Airport will go beyond 41 flights or not, because eventually she stated that it will be, and stated that in fact it will be as soon as the new terminal is constructed, in marketing for the 25 commuter slots. She stated that the community has a right and that the Commission has an obligation to recommend to the City Council that they give the community what was promised 2 years ago, and create a scenario that is a partnership and open communication as to what they are being exposed to. She stated that the cumulative health risk assessment is something that they support because of being surrounded by the ports, freeways, refineries and an Airport, and would like to have that included in the EIR.

Ms. Annie Bienchino, lives under the flight path, and also a frequent passenger at the Long Beach Airport. She stated that she agrees that some improvements need to be made at the Airport, but they should only be improvements and not expansions. She stated that what she has seen is expansion, and more space than seems to be needed. She stated that when she flies, it is at Christmas, and the summer, the peak periods, and from her experience it is a wonderful airport, she does not feel put out, and stated that there seems to be a reasonable amount of space. She stated that the plans are going for the highest peak and 10% more, and she believes that that is too much. She stated that everyone in her neighborhood knows that the health risks will become worse, and that they manage with the 41 flights. She stated that she understands the noise bucket and would like to see, besides a noise bucket, a health risk bucket, or an emissions bucket or the like, because it is not just the noise, but also the pollutants from the planes. She stated that as they get quieter, are they going to get cleaner? She stated that size would matter down the line when airlines want to increase flights later on.

Chairman Salk stated that the next meeting is May 20<sup>th</sup> at 6:00 p.m. HUSH2 will be making a presentation and stated that the Airport will be giving updated passenger figures and making certain preliminary recommendations on terminal needs.

Mr. Kunze stated that he would like to offer for June 4<sup>th</sup>, a Friday evening from 8:00 p.m. to 10:00 p.m. and also June 6<sup>th</sup>, a Sunday evening from 8:00 p.m. to 10:00 p.m., to have a special meeting of the Committee, open to the public at the Airport terminal building. He stated that those hours are busy, and that it would be useful for everyone to walk around the area to see what functions look like in the terminal area. Mr. Kunze stated that because of the Brown Act, there would be a formal meeting. Mr. Kunze stated that the idea is that you can go to one or the other, as it will be the same content, to walk around the terminal area to view the Airport at its busy times.

Chairman Salk asked if one of the purposes of these meetings would be for the public to view the Airport at those times. Mr. Kunze stated that if the Commission was interested in doing that for the public, staff would get the word out to the community, and ask that interested parties inform staff in advance so as to have a head count for security reasons.

Mr. Joe Sopo stated that he would like to attend, he also suggested that the Commission attend an elementary school in the flight path, when planes fly overhead, to experience it firsthand.

The meeting was adjourned at 8:45 p.m.

Respectfully submitted,  
Dottie Jones  
Airport Secretary  
Long Beach Airport

**DRAFT**